

Improvements to Greensboro - High Point Road (SR 4121) From US 311 (I-74) to Hilltop Road

High Point, Jamestown, Greensboro
Guilford County
TIP Project U-2412

September 2003 ■ Issue 2



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
Project Development and Environmental Analysis Branch
1548 Mail Service Center
Raleigh, NC 27699-1548

■ Project Description

The North Carolina Department of Transportation (NCDOT) proposes to improve Greensboro-High Point Road (SR 4121) through High Point, Jamestown, and Greensboro in Guilford County. The project begins at the US 311 Bypass (future I-74) in High Point and ends at Hilltop Road in Greensboro, a distance of about 8.5 miles. The improvements include relocating some sections of Greensboro-High Point Road to a new multi-lane facility and widening other sections of the Greensboro-High Point Road to multi-lanes. Interchanges will be provided at the US 311 Bypass and at the proposed Western Urban Loop (TIP Project U-2524). A map of the proposed project is shown on Page 2 of this Newsletter. ■

What's Inside?

Where Can I Review the Reevaluation?	p. 2
Map of Alternative Corridors	p. 2
Summary of Environmental Impacts	p. 2
How to Comment on the Project	p. 3
What's Next?	p. 3
Contacts for Project Questions	p. 3
Mailing List	p. 3
Map to Meeting Locations	p. 4

■ Reevaluation Complete

Over the last few years, NCDOT has conducted an extensive reevaluation of the 1992 Draft Environmental Impact Statement (DEIS) for the Greensboro-High Point Road Improvement Project (TIP Project U-2412). The reevaluation process is now complete and the findings are documented in a publication entitled *Reevaluation of the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation*. This *Reevaluation* is an update of the DEIS and provides the latest information on the project's purpose and need, alternative corridors, the affected environment, and anticipated environmental impacts.

The 1992 Draft Environmental Impact Statement studied three alternative corridors: Alternative Corridors 1, 2, and 3. During the reevaluation process, the eastern portion of the Alternative Corridor 3 was eliminated from further consideration because of growth that had occurred in the corridor since 1992. The *Reevaluation* discusses the potential impacts of Alternative Corridor 1, Alternative Corridor 2, and two more alternatives, which are combinations of Alternative Corridors 1 and 2 with the western portion of the Alternative Corridor 3. These combination alternatives are called Alternative Corridors 3-1 and 3-2. All four alternatives studied are shown on the map on Page 2.

(See *Reevaluation Complete*, p. 2)

■ Public Meetings Scheduled

The next step in the project development process is to provide the public an opportunity to comment on the Alternatives presented in the *Reevaluation*. Two informal, drop-in style Pre-Hearing Open Houses are scheduled where citizens may view project maps, ask questions about the project, and provide NCDOT with comments. NCDOT and Earth Tech (consulting engineering firm) personnel will be available at both Open Houses to discuss the project with you individually. A formal public hearing will be held also to give you an opportunity to publicly present your comments on the project.

Pre-Hearing Open House 1

When:

September 29, 2003
4:00 PM to 8:00 PM

Where:

Pilot Elementary School
4701 Chimney Springs Drive, Greensboro

Public Hearing

When:

October 6, 2003 Starts at 7:00 PM

Where:

Guilford Technical Community College
Percy Sears Applied Technology Center
601 High Point Road, Jamestown ■

Pre-Hearing Open House 2

When:

September 30, 2003
4:00 PM to 8:00 PM

Where:

City Lake Park Gym
602 W. Main Street, Jamestown

To Provide Your Comments to
NCDOT, See "How to Comment
on the Project" on page 3 of
this newsletter.

■ Where Can I Review the Reevaluation and Hearing Maps?

Copies of the *Reevaluation* and hearing maps are available for public review at the following locations:

NCDOT Division Office

1584 Yanceyville Street
Greensboro
(336) 334-3192

City of High Point

211 S. Hamilton Street
High Point
(336) 883-3233

Greensboro Department of Transportation

300 W. Washington Street
Greensboro
(336) 373-4184

Jamestown Town Hall

301 E. Main Street
Jamestown
(336) 454-1138

Guilford County Community Development Department

201 S. Eugene Street
Greensboro
(336) 641-6378

Southwest Branch, Guilford County Library*

4707 High Point Road
Greensboro
(336) 373-2925

Glenwood Library*

1901 West Florida Street
Greensboro
(336) 297-5000

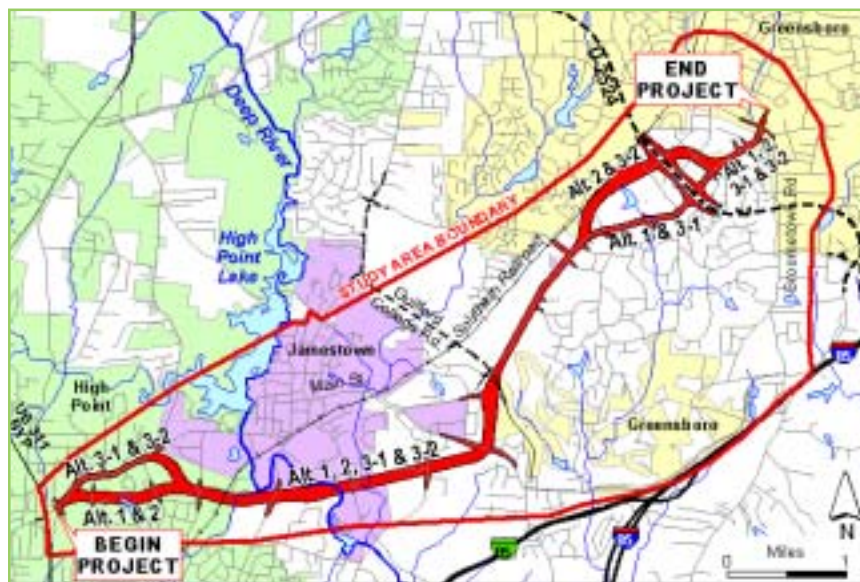
Guilford Technical Community College Library - Jamestown Campus*

601 High Point Road
Jamestown
(336) 334-4822
(336) 454-1126 ■

* These locations have a copy of the *Reevaluation* only, no maps.

■ Reevaluation Complete (continued from p. 1)

A summary of the environmental impacts of each of the alternative corridors under consideration is shown below. Alternative Corridor 2 is the NCDOT recommended alternative because it is the only alternative that does not have an effect on one or more properties listed in or eligible for listing in the National Register of Historic Places. However, the Preferred Alternative will not be selected until the public comments received at the Open House and the Public Hearing are compiled and considered, and state and Federal environmental regulatory and resource agencies are consulted. ■



■ Summary of the Environmental Impacts Listed in the Reevaluation

Impact Category	Environmental Consequences Reevaluation Alternative Corridors			
	Alt. 1	Alt. 2	Alt. 3-1	Alt. 3-2
Relocations				
Homes	76	76	56	55
Businesses	35	30	48	45
Churches	0	0	0	0
Total	111	106	104	100
Churches Impacted (noise/parking/grounds)	2	2	2	2
Cemeteries Impacted	1	1	1	1
Historic Structures / Districts	2	0	5	3
Wetlands hectares (acres)	0.4 (0.9)	0.6 (1.5)	0.4 (0.9)	0.6 (1.5)
Stream Impacts – meters (feet)	1,244 (4,079)	1,301 (4,266)	970 (3,182)	1,027 (3,369)
Estimated Construction Cost	\$ 76,100,000	\$ 82,200,000	\$ 74,800,000	\$ 80,900,000
Estimated Right of Way Cost	\$ 44,553,000	\$ 42,020,000	\$ 42,734,000	\$ 40,209,000
Total Estimated Cost	\$ 120,653,000	\$ 124,220,000	\$ 117,534,000	\$ 121,109,000

■ How to Comment on the Project

Comments on the proposed project may be provided in these ways:

- Submitted in writing to the address below,
- Submitted in writing at one of the open houses or the public hearing, or
- Presented verbally at the public hearing.

Oral and written comments carry equal weight and will become part of the hearing record. Mailed comments should be sent by November 15, 2003 to:

Ms. Ann Steedly, P.E.
Office of Human Environment
NCDOT
1583 Mail Service Center
Raleigh, North Carolina 27699-1583

Those wishing to speak at the public hearing can register at one of the Pre-Hearing Open Houses, or by calling Ms. Steedly at (919) 715-1595. Verbal comments will be limited to five minutes per speaker, though additional comments may be offered after all those who registered have spoken. ■

■ What's Next?

After the public hearing comments are considered and addressed, the following actions are anticipated:

- Selection of Preferred Alternative
- Final Environmental Impact Statement (FEIS)
- Record of Decision
- Final Design Plans
- Right of Way Acquisition
- Construction.

After the comments from the public and from state and Federal environmental regulatory and resource agencies are reviewed, the NCDOT and Federal Highway Administration will select the Preferred Alternative from among those presented in the *Reevaluation* of the DEIS. Then, an FEIS will be prepared. The FEIS will include public and environmental agency comments with appropriate responses and a description of the Preferred Alternative and why it was selected.

The 2004–2010 NCDOT Transportation Improvement Program (TIP) shows the project broken up into three sections. Section A extends from US 311 to Manor Drive, Section B extends from Manor Drive to Stanford Road, and Section C extends from Stanford Road to Hilltop Road. Right-of-way acquisition and construction schedules for each section are presented below. ■

Segment	Right-of-Way (Federal Fiscal Year)	Construction (Federal Fiscal Year)
A	2006	2009
B	2007	2009
C	2005	2008

■ Contacts for Project Questions

Written comments on the project should be sent to Ann Steedly, as directed to the left. However, specific project questions may be directed to either Ms. Missy Dickens, P.E. or Mr. Eddie McFalls, P.E. using the information below:

Ms. Missy Dickens, P.E.
Project Manager
Project Development and
Environmental Analysis Branch
North Carolina Department of
Transportation
1548 Mail Service Center
Raleigh, North Carolina 27699-1548
(919) 733-7844 ext. 218
mdickens@dot.state.nc.us

or

Mr. Eddie McFalls, P.E.
Project Manager
Earth Tech
701 Corporate Center Drive
Suite 475
Raleigh, North Carolina 27607
(919) 854-6211
Eddie.McFalls@earthtech.com ■

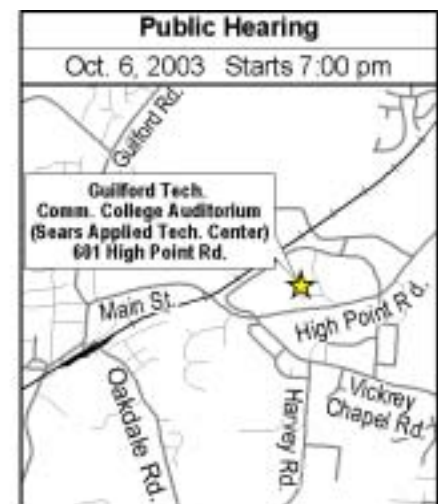
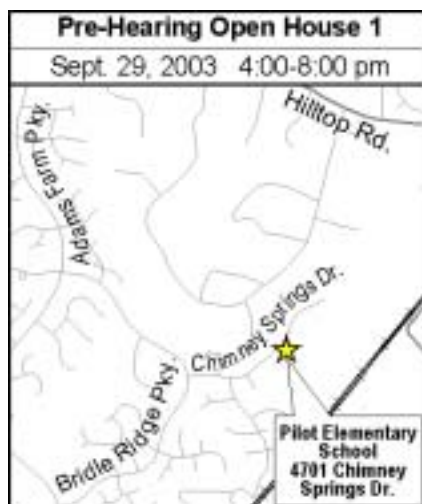
■ Mailing List

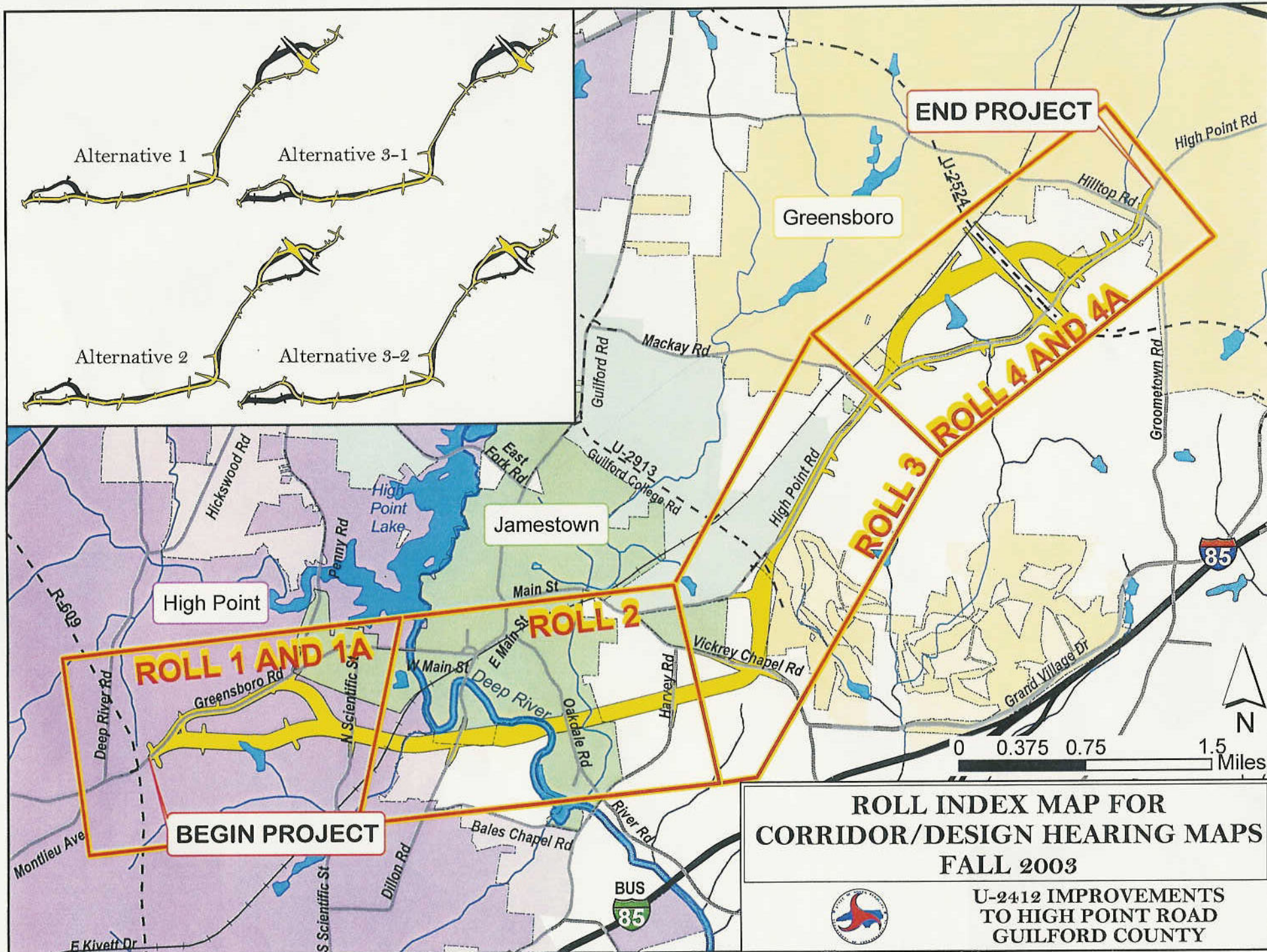
This newsletter is being circulated to those who have contacted NCDOT regarding the project and to property owners along the alternative corridors studied in the *Reevaluation*. If you did not directly receive this newsletter and would like to be included on the mailing list, contact either Ms. Missy Dickens or Mr. Eddie McFalls using the information provided above. ■

■ Pre-Hearing Open Houses and Public Hearing for the Improvements to Greensboro-High Point Road TIP Project U-2412

Pre-Hearing Open Houses will be held on September 29 at Pilot Elementary School and September 30 at High Point's City Lake Park Gym to discuss proposed improvements to Greensboro-High Point Road. A public hearing will be held on October 6 in the auditorium on the campus of Guilford Technical Community College. A map showing the meeting locations is included below, with meeting dates and times noted. ■

Earth Tech
701 Corporate Center Drive, Suite 475
Raleigh, NC 27607







NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

**GREENSBORO-HIGH POINT ROAD
(SR 1486 – SR 4121)
FROM US 311 BYPASS
TO
HILLTOP ROAD**

State Project Number 8.2491602
TIP Project U-2412
Guilford County

Corridor / Design Public Hearing
Guilford Technical Community College

October 6, 2003

PURPOSE OF PROJECT

The primary purposes of this project are to reduce traffic congestion, improve safety and accommodate future increases in traffic on Greensboro-High Point Road (SR1486-SR4121). The project will provide better and more reliable east-west travel in Southwest Guilford County, connecting the future Greensboro Western Urban Loop (Painter Boulevard) and the US 311 Bypass of High Point (proposed I-74).

PURPOSE OF PUBLIC HEARING AND OPEN HOUSE WORKSHOPS

The October 6 hearing and September 29 and 30 open house workshops form another step in the North Carolina Department of Transportation's (NCDOT's) procedure for including the public as a part of the project's development process. The NCDOT is soliciting your views on the location and design for the proposed improvements to Greensboro-High Point Road. The project begins at the US 311 Bypass (future I-74) and ends at Hilltop Road in Greensboro (just beyond the future Greensboro Western Urban Loop).

The NCDOT's study of the proposed improvements to Greensboro-High Point Road is presented in the Re-evaluation of a Draft Environmental Impact Statement / Draft Section 4(f) Evaluation. Copies of this study are available for review at the City of High Point offices at 211 South Hamilton Street, at the Jamestown Town Hall at 301 East Main Street, at the Guilford Technical Community College Library at 601 High Point Road in Jamestown and in Greensboro at the Greensboro Department of Transportation at 300 West Washington Street, at the Guilford County Community Development Department at 201 South Eugene Street, at the NCDOT Division 7 Office at 1584 Yanceyville Street, at the Southwest Library at 4707 High Point Road, and at the Glenwood Library at 1901 West Florida Street. Copies of the corridor and design hearing maps are available at all locations except the three libraries.

YOUR PARTICIPATION

Now that the opportunity is here you are urged to participate by making your comments and/or questions a part of the Official Public Hearing Record. This may be done by having them recorded at the October 6 hearing, writing them on the comment sheet and leaving it with a NCDOT representative at any meeting, or by submitting them in writing by November 15th to the following address:

Ms. Ann Steedly, P. E.
NCDOT - Office of Human Environment
1583 Mail Service Center
Raleigh, NC 27699-1583

Everyone present is urged to participate in the proceedings. It is important, however, that **THE OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN.** Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a **POPULAR REFERENDUM** to determine the alignment by a majority vote of those present.

WHAT IS DONE WITH THE INPUT?

A post-hearing meeting will be held after the comment period has ended. DOT staff representing Planning, Design, Public Involvement, and others who play a role in the development of a project will attend this meeting. When appropriate, representatives from local staff and officials also attend as well as representatives from the Federal Highway Administration.

All spoken and written issues are discussed at this meeting. Most issues are resolved at the post-hearing meeting. The Department considers safety, costs, service to traffic, social impacts, environmental impacts, and public comments in making decisions. Complex issues may require additional study and may be further reviewed by higher management, Board of Transportation members, and the Secretary of Transportation. Minutes of the post-hearing meeting are prepared and available to the public. You may request a copy of these minutes on the attached comment sheet.

CORRIDOR SELECTION PROCESS

After the post hearing meeting, the project development team will meet to determine the Least Environmentally Damaging Practical Alternative (LEDPA). This team is comprised of numerous federal, state, and local government representatives. The LEDPA recommendation will be sent to the Secretary of Transportation for the final selection of a Preferred Alternative. A news release announcing the selected corridor will be sent to the local media for publication.

STATE-FEDERAL RELATIONSHIP

This proposed project is a Federal-Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80% Federal funds and 20% state funds. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal Aid System, their location, design and maintenance cost after construction. The Federal Highway Administration is responsible for the review and approval of the previously mentioned activities to ensure that each Federal Aid Project is designed, constructed and maintained to Federal Aid Standards.

PROJECT NEED

The need to improve the Greensboro-High Point Road corridor in Southwest Guilford County is based on the following summary of existing and projected conditions:

- 1) Several sections of existing Greensboro-High Point Road are congested and capacity is inadequate to serve the traffic demand on the corridor. Existing traffic on Greensboro-High Point Road ranges from a low of 11,200 vehicles per day to a high of 26,700 vehicles per day. Drivers experience significant delays along various sections of the road, especially during morning and evening rush hours.

- 2) Congestion along Greensboro-High Point Road will get worse as this area of southwest Guilford County continues to grow and develop. Projected 2025 traffic levels range from a low of 18,600 vehicles per day to a high of 43,400 vehicles per day just east of Oakdale River Road. Drivers would experience more severe delays, especially at the intersections along Greensboro-High Point Road, if improvements are not made to the roadway.
- 3) Accident rates along Greensboro-High Point Road are higher than average crash rates for comparable urban primary highways. The total crash rate for Greensboro-High Point Road was 389.7 crashes per 100 million vehicle miles, 57% greater than the statewide average of 248.8 crashes per 100 million vehicle miles for urban primary highways.
- 4) Greensboro-High Point Road serves as a major thoroughfare between High Point and Greensboro and is one of the most continuous east-west access roads in Southwest Guilford County.

PROJECT DESCRIPTION

The project is about 8.0 miles long and will vary in cross-section from four lanes to six lanes wide (see cross-sections attached), requiring between around 100' and 120' of right of way to construct. As shown in a separate figure illustrating the proposed relocation and widening of Greensboro-High Point Road, there are two alternative corridors at the western end of the project leaving High Point, one main corridor from Scientific Street until Mackay Road, and two alternative corridors again at the northeastern end of the project from Mackay Road to Hilltop Road. The corridor options are identified as Alternatives 1, 2, 3-1 and 3-2 and represent unique combinations of the alternatives at each end of the project.

Alternatives 1 and 2 begin at the US 311 Bypass (future I-74) and leave existing Greensboro-High Point Road just east of Enterprise drive to go on new location to the south and east crossing Ring Street south of its existing intersection (future right-in, right-out access), intersecting Manor Drive near Orville Drive (full access intersection), and crossing Scientific Street between Edgeview Road and Pumpstation Road (full signalized intersection).

Alternatives 3-1 and 3-2 also begin at the US 311 Bypass, but would widen existing Greensboro-High Point Road east until Manor Drive and then leave the existing roadway to head south and east to cross Scientific Street between Edgeview Road and Pump Station Road (full signalized intersection).

All four alternatives continue on new location past Scientific Street bridging over the Norfolk Southern Railroad, crossing Ragsdale / Dillon Road just south of Riverwalk Lane (full signalized intersection), bridging over the Deep River, travelling under Oakdale Road just north of Oakdale United Methodist Church, intersecting with Harvey Road just north of Heathwood Drive, intersecting with Vickery Chapel Road between Clarfield Road and Millis Road (full signalized intersection) and connecting back with existing Greensboro-High Point Road slightly northeast of the existing intersection with Guilford College Road (full signalized intersection). All four alternatives would then widen existing Greensboro-High Point Road through Mackay Road (full signalized intersection).

Alternatives 1 and 3-1 would continue to widen existing Greensboro-High Point Road through its intersection with Hilltop Road (full signalized intersection). These alternatives would include accommodations for an interchange with the future Greensboro Western Loop between Alamance Road and Roland Road.

Alternatives 2 and 3-2 would leave existing Greensboro-High Point Road at Anson Road to go on new location north and west crossing the future Greensboro Western Urban Loop near Topping Road and connecting back onto existing Greensboro-High Point Road in the vicinity of the existing intersection with Kings Mill Court, which would become a cul-de-sac. The widening would end at the intersection with Hilltop Road (full signalized intersection).

Alternative Corridor 2 is the NCDOT recommended alternative because it is the only alternative that does not have an effect on one or more properties listed in or eligible for listing in the National Register of Historic Places. Following the public hearing and comment period, a preferred alternative will be selected as described in an earlier section on the Corridor Selection Process.

Note: Sidewalks have been requested by municipalities for the curb and gutter portions of the project. They may be required provided municipal agreements between the City of High Point, City of Greensboro, and NCDOT to address funding issues are obtained. These sidewalks would be placed within the berm (flattened area just adjacent to the roadway behind the curb).

TENTATIVE PROJECT SCHEDULE

The 2004-2010 NCDOT Transportation Improvement Program shows the project broken up into three sections for acquisition of right of way and construction. Section A extends from US 311 bypass to Manor Drive, Section B extends from Manor Drive to Stanford Road and Section C extends from Stanford Road to Hilltop Road.

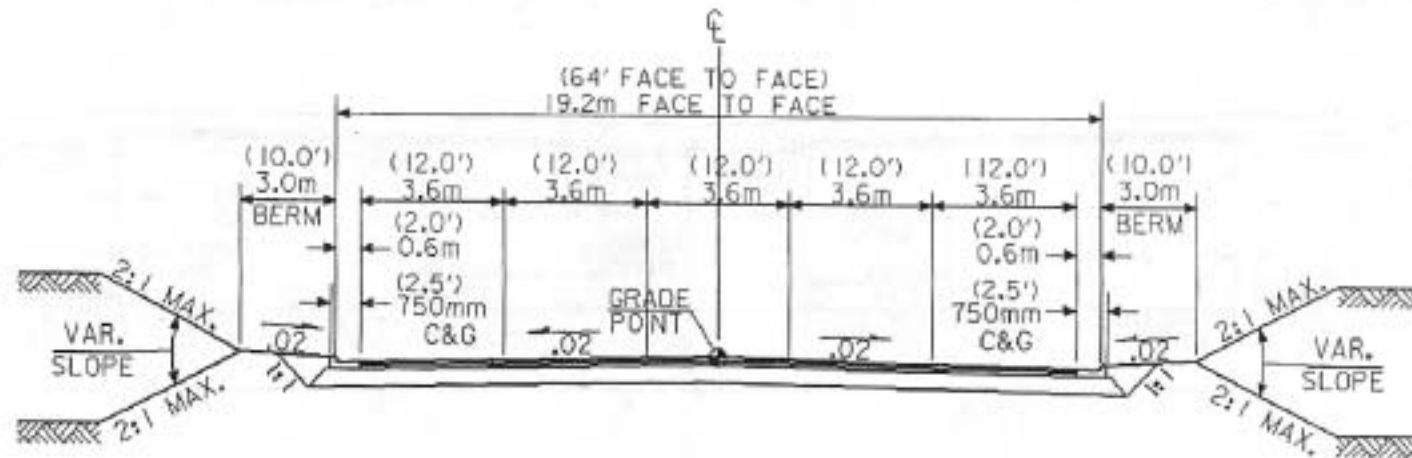
The current schedule is shown below. A number of factors can affect a project schedule, so schedules are subject to change.

	<u>U-2412A</u>	<u>U-2412B</u>	<u>U-2412C</u>
Begin right-of-way acquisition	October 2005	October 2006	October 2004
Begin construction	October 2008	October 2008	October 2007

ENVIRONMENTAL SUMMARY

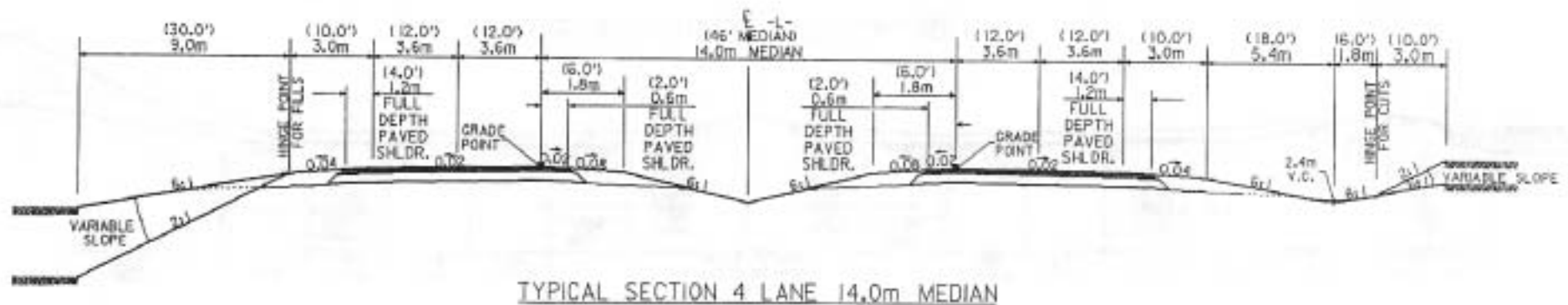
Summary of the Environmental Consequences Listed in the Reevaluation				
Impact Category	Environmental Consequences			
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	Alt. 1	Alt. 2	Alt. 3-1	Alt. 3-2
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Businesses	35	30	48	45
Churches	0	0	0	0
Total	111	106	104	100
Churches Impacted (noise/parking/grounds)	2	2	2	2
Cemeteries Impacted	1	1	1	1
Historic Structures / Districts	2	0	5	3
Wetlands hectares (acres)	0.4 (0.9)	0.6 (1.5)	0.4 (0.9)	0.6 (1.5)
Stream Impacts – meters (feet)	1244 (4079)	1301 (4266)	970 (3182)	1027 (3369)
Estimated Construction Cost	\$ 76,100,000	\$ 82,200,000	\$ 74,800,000	\$ 80,900,000
Estimated Right of Way Cost	\$ 44,553,000	\$ 42,020,000	\$ 42,734,000	\$ 40,209,000
Total Estimated Cost	\$ 120,653,000	\$ 124,220,000	\$ 117,534,000	\$ 121,109,000

US 311 Bypass to west of N. Scientific Street - 5- lane curb and gutter section



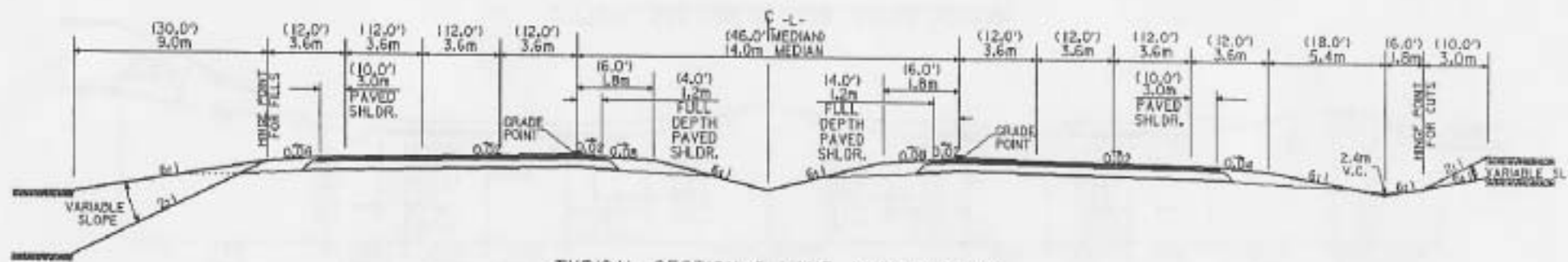
TYPICAL SECTION 5 LANE CURB & GUTTER w/ AN ISLAND

West of N. Scientific Street to between Oakdale Road and Harvey Road- 4-lane shoulder section



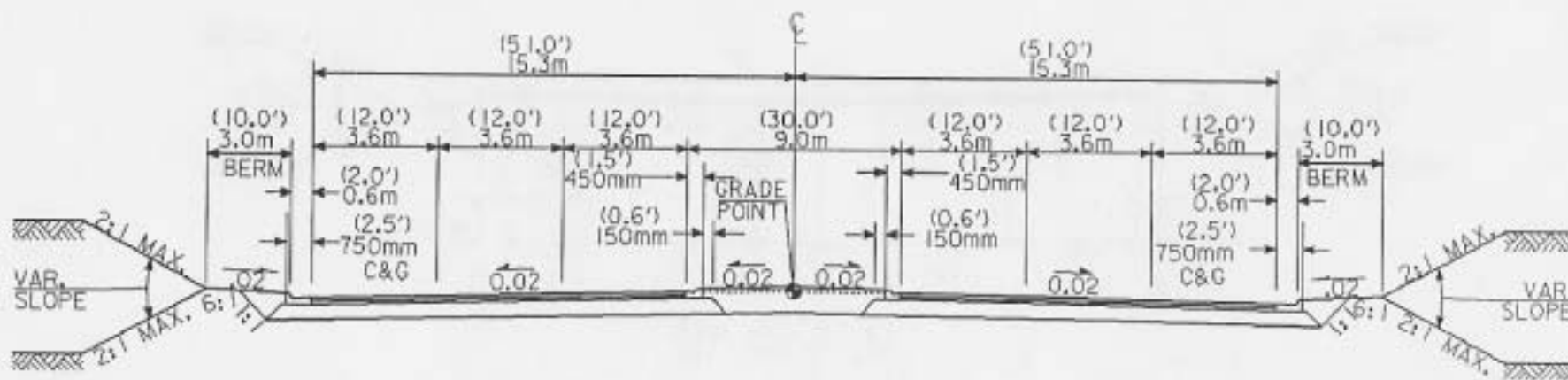
TYPICAL SECTION 4 LANE 14.0m MEDIAN

Between Oakdale Road and Harvey Road to Guilford College Road- 6- Lane shoulder section (depressed median)



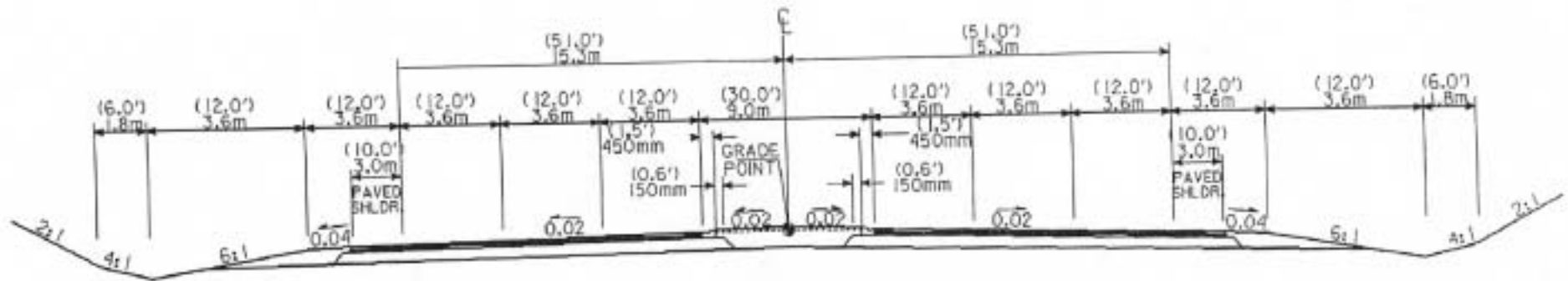
TYPICAL SECTION 6 LANE 14.0m MEDIAN

From Guilford College Road to east of Anson Road- 6-lane curb and gutter section



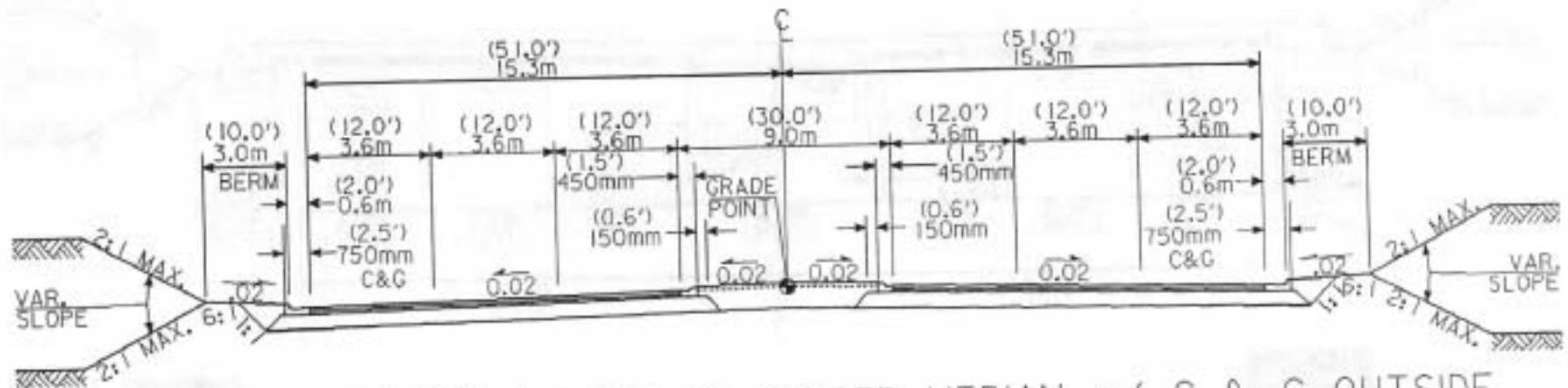
TYPICAL SECTION 6 LANE 9m RAISED MEDIAN w/ C & G OUTSIDE

Alternates 2 & 3-2 from Anson Road to east of Roland Road - 6 -lane shoulder section (raised median)



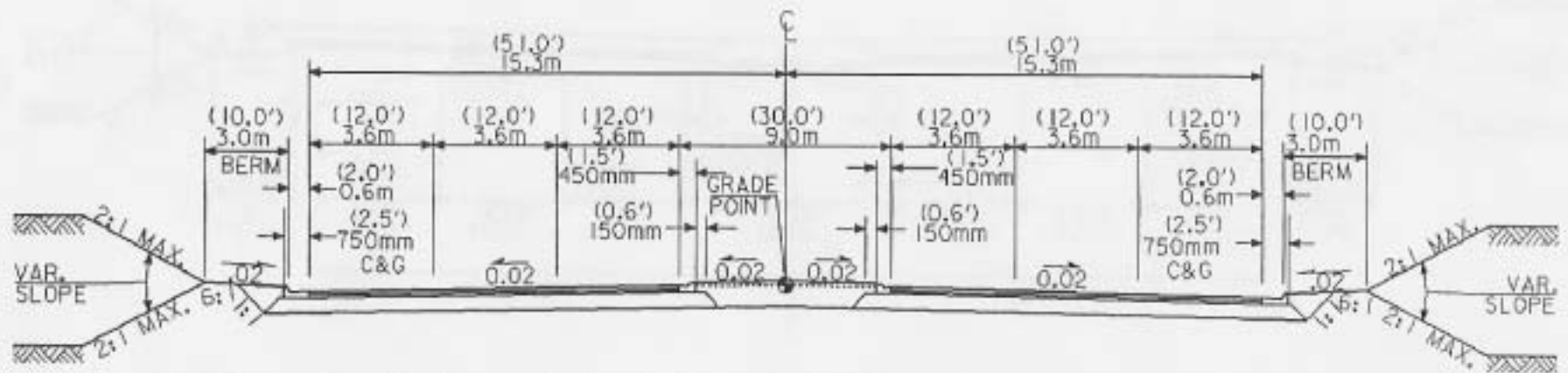
TYPICAL SECTION 6 LANE 9m RAISED MEDIAN w/ SHOULDER OUTSIDE

Alternates 1 & 3-1 from Anson Road to east of Roland Road- 6-lane curb and gutter section



TYPICAL SECTION 6 LANE 9m RAISED MEDIAN w/ C & G OUTSIDE

East of Roland Road to western project terminal- 6-lane curb and gutter section



TYPICAL SECTION 6 LANE 9m RAISED MEDIAN w/ C & G OUTSIDE

COMMENT SHEET

Widening and Relocation of Greensboro-High Point Road

Combined Corridor and Design Public Hearing – October 6, 2003
Pre-Hearing Open House Workshops – September 29 & 30, 2003

TIP Project No. U-2412

Guilford County

Project 8.2491602

NAME:

ADDRESS:

COMMENTS AND/OR QUESTIONS:

Comments may be mailed by November 15th to:

Ann Steedly, P. E.
NCDOT – Office of Human Environment
N. C. Department Of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583
Telephone: (919) 715-1595
FAX: (919) 715-1501
email: asteedly@dot.state.nc.us



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

Date: March 12, 2004

To: File and Attendees cc: 36154 File

From: Missy Dickens

Subject: **Post Hearing Meeting – February 10, 2004
Greensboro-High Point, (SR 1486-SR 4121), From US 311 to Hilltop Road,
Guilford County, Federal Aid Project No. STP-4121(1), State Project No.
8.2491602, TIP Project No. U-2412**

A meeting was held at 1:30 PM on February 10, 2004 in the Century Center: Roadway Design Conference Room to discuss the comments received at and following the Pre-Hearing Open Houses held on September 29 and September 30 and the Public Hearing held on October 6, 2003. The following people attended the meeting:

Emily Lawton	FHWA
Craig McKinney	Greensboro DOT
Phil Wylie	High Point DOT
Andy Grzyski	High Point DOT
John Frezell	Town of Jamestown
Charles Dowdy	Town of Jamestown
Martha Wolfe	Town of Jamestown
Mike Mills	NCDOT – Division 7
Brad Wall	NCDOT – Division 7
Mary Pope Furr	NCDOT–Office of Human Environment – Historic Architecture
Derrick Weaver	NCDOT – Project Development & Environmental Analysis
Missy Dickens	NCDOT – Project Development and Environmental Analysis
Ray Lotfi	NCDOT – Program Development
Ann Steedly	NCDOT – Office of Human Environment – Public Involvement
Nicole McPherson	NCDOT – Office of Human Environment – Public Involvement
Kirby Warrick	NCDOT – Right of Way
DeWayne Sykes	NCDOT – Roadway Design
Jay A. Bennett	NCDOT – Roadway Design
Jimmy Goodnight	NCDOT – Roadway Design
Tim Goins	NCDOT – Roadway Design
Dean Noland	NCDOT – Roadway Design
Don Parker	NCDOT – Traffic Control
Derek Dail	NCDOT – Traffic Control
Nathan Phillips	NCDOT – Traffic Engineering
Monica Kerr	NCDOT – Transportation Planning

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1548 MAIL SERVICE CENTER
RALEIGH NC 27699-1548

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Kimberly Hinton
Yvonne Howell
Eddie McFalls
Mike Pekarek

NCDOT – Transportation Planning
Earth Tech
Earth Tech
Earth Tech

Eddie McFalls began with introductions and gave a brief project history. Using the hearing maps, Mr. McFalls then presented a project overview, pointing out area features such as the Deep River, the Oakdale United Methodist Church, the Oakdale Mill Village Historic District, and Kings Mill/Kings Pond subdivisions. Missy Dickens pointed out that the NCDOT recommended alternative (Alternative 2) was labeled as such on the public hearing maps.

Eddie McFalls explained that there were several general concerns common to many of the comment sheets. The general concerns were reviewed first, then the individual comments that fit in those categories were reviewed. Then, those comments not fitting into a general category were discussed. Petitions were mentioned with their general category. A summary of comments received at the pre-Hearing open houses and the public hearing was provided to all meeting attendees. Discussions of comments received are presented below in their respective categories. Action items are presented in italics throughout these minutes.

❑ Business Impacts Related to Being Bypassed

- Several businesses located along existing Greensboro Road expressed concerns of losing through traffic once the project is constructed. These businesses include but are not limited to Henry James Barbeque, a gas station, and Boyles Furniture (owned by Country Shops). In the current design, existing Greensboro Road is realigned to intersect the new Greensboro Road via a connector near Hampton Drive. Existing Greensboro Road is terminated near hearing map parcel number 68, and a turn-around is shown at that location. Businesses between the turn around and the connector will have access to the new road via the connector.
- Earth Tech asked if it would be possible to provide a right-in / right-out access between old and new Greensboro Roads in lieu of the turn-around currently proposed. Although it would not provide full movements, it might assuage business' concerns about the difficulties their patrons may face in getting to their businesses by allowing for through traffic. The Traffic Engineering Branch pointed out that the right-in / right-out access may create weaving problems due to the close proximity of the Enterprise Drive intersection. There would be a considerable amount of traffic entering new Greensboro Road at this location that may want to U-turn at Enterprise Drive. Citing Traffic Engineering's concerns, the Roadway Design Unit stated *the design should stay as is based on the proximity to the Enterprise Drive and based on the fact that the current design does maintain access between the businesses of concern and the new roadway.*
- Next the Boyles furniture store situation was discussed. Currently the store has limited loading and unloading room. The proposed design will impact the minimal parking/loading area and the grade behind the furniture plant limits expansion possibilities in that direction. A possible land swap during right of way negotiations to remedy this situation was discussed. *It was determined that this is an issue to be considered during final design and right of way acquisition.*

❑ Business Impacts Related to Median Issues

- The meeting attendees discussed the public suggestion that Suttonwood Drive be realigned to intersect Greensboro-High Point Road across from Mackay Road to create a four-leg intersection and also a suggestion to provide an intermediate median opening between Mackay Road and Guilford College Road. Some comments expressed dissatisfaction about

the lack of full access to the proposed facility from neighborhoods, businesses, and the cemetery that lie along this portion of the project (the current design shows a continuous median between Guilford College Road and Mackay Road). The suggestion of several businesses to eliminate the median between Roland Road and Hilltop Road was also considered.

- *Roadway Design asked Earth Tech to begin preparing designs to investigate the potential realignment of Suttonwood Drive with Mackay Drive.*
- *Roadway Design asked Earth Tech to investigate providing one median opening that would service the cemetery / funeral home as well as one of either Queen Alice or Scotland Roads.*
- *Roadway Design said any additional median openings or left-overs between Guilford College Road and Scotland Road would be addressed during final design.*
- *Additional topo mapping may be needed in the vicinity of Suttonwood Road, Scotland Road, and Queen Alice Road. Earth Tech will notify Roadway Design of any mapping needs.*
- *At the eastern project terminal, between Roland Road and Hilltop Road, median breaks and leftovers were discussed but ruled to be inappropriate at this location. No changes to the median design at the eastern project terminal were recommended by Roadway Design.*
- *The Jiffy Lube located across from Anson Road off Greensboro Road was discussed. The tenant and owner have expressed a desire to be left with enough room to operate rather than being relocated. In discussions with Division 7 staff, the owner and tenant have stated 15-20 feet of clearance/driveway around the building will allow for continued operation. According to the Right of Way Branch, this property would probably require damages or some type of compensation for a partial take of the property. It may not be economic to attempt re-designs to maintain the building and minimal property surrounding if compensation would be required regardless. Meeting attendees identified the possibility of allowing this owner to purchase another out-parcel remnant in the shopping center. Any adjustments may be investigated during final design, but cannot be committed to at this time.*

❑ Cemetery Concerns

- *Access to the Guilford Memorial Park and the associated funeral home as well as relocation of established gravesites were discussed. See also “Business Impacts Related to Median Issues” above.*
- *The median cannot be minimized in this area if a median break and possible leftovers are instituted. Required storage areas and the width required for providing leftovers or potential U-turns precludes narrowing the median.*
- *Surveys are needed in this area to better determine the extent of impacts to the cemetery and the potential for tightening side slopes to minimize impacts.*
- *One median break will be installed between Guilford College Road and Mackay Road to serve the cemetery and either Queen Alice or Scotland Roads. Left-overs will be addressed as appropriate during final design.*
- *Minimizing slope and berm impacts may be considered during final design to try and minimize impacts to the cemetery. It was noted by municipal staff that the major utilities (water and sewer) are located along the south side of existing High Point Road in this area, which may help facilitate minimizing impacts along the north side.*

❑ Drainage Issues at Anson Road / Scotland Road

- *These issues will be addressed during final design.*

❑ I-85 Business as an Alternative

- Many citizens requested NCDOT consider improving I-85 Business and connecting routes instead of building the proposed project.
- Improvements to existing I-85 Business, in conjunction with improvements to other existing facilities, were investigated as part of the DEIS (May 1992) and deemed inadequate due to excessive travel distance, increased travel time, and higher operating cost. I-85 Business does not provide an attractive bypass option, as determined in the DEIS (May 1992), and was therefore eliminated from further study. The traffic studies done as part of the 2003 Reevaluation supported this original conclusion. However, the model for the area has been updated since 1992.
- *The NCDOT – Transportation Planning Unit is conducting an investigation into the traffic carrying characteristics of this portion of I-85 Business using the latest area traffic model. They are anticipated to provide traffic volumes in the build and no build cases in April 2004. These volumes will be used by Earth Tech to determine if an I-85 Business alternative would meet the project's purpose and need.*
- *The Town of Jamestown representatives suggested NCDOT explain that I-85 Business was part of early investigations into this project. The public does not realize it was ever studied.*
- *PD&EA and Earth Tech will plan to contact and/or meet with the Jamestown Coalition in the future to discuss the Transportation Planning Unit findings and further detail the history behind I-85 Business as a previously studied. The meeting will be coordinated with Division and the Board Member.*
- I-85 Business and School Impact Petition: It was noted that the petition included 2473 signatures and expressed a desire to see the bypass follow I-85 Business.

□ King's Mill / King's Pond Entrance Issues

- The main entrance to the King's Mill subdivision (Kings Mill Road) is shown as a cul de sac on the Alternative 2 and 3-2 public hearing maps. Many comments have been received that oppose this closure of Kings Mill Road at High Point Road.
- The main entrance is one of three entrances to the subdivisions.
- The group discussed ways to make a connection to these subdivisions from High Point Road. Connecting Roland Road to Danby Castle Road was mentioned; this would allow for Kings Mill Road traffic to enter and exit High Point Road via Roland Road. This is not considered a first option based on potential conflicts between Roland Road residents and the residents of Kings Mill and Kings Pond.
- Also discussed was realigning Roland Drive north of High Point Road with Kings Mill Road to retain the Kings Mill Road entrance. A more shallow curve would be used along the proposed roadway to increase the distance between the intersection of relocated High Point Road and Old High Point Road and the Kings Mill / Roland Road intersection. Conflicts with left-turn cues and the effects on the shopping center to the north were also discussed.
- *Roadway Design suggested Earth Tech should look at using a more shallow curve along the mainline (but remain within the corridor) to pull the intersection further away from the Kings Mill entrance. Then, realign Kings Mill Road and Roland Road to create a full movement intersection, or possibly consider using left-overs. Changing the curve along the mainline may help reduce impacts to the shopping center's lift station, also. These revisions need to be done now as a part of the preliminary design/FEIS process so these comments can be addressed sooner rather than later. NCDOT and Earth Tech will approach Starmount Company to discuss the revisions to the plans in this area to see if they still stand by their desire to have the Hunt Mill Village shopping center be relocated. This design revision may also require the portion of Roland Road to the south of High Point Road to be adjusted.*
- *Traffic counts will be needed on these roads to facilitate these design revisions.*
- Eddie noted that the Kings Mill / Kings Pond Petition included 273 signatures and many comment sheets were sent in as well.

❑ Oakdale United Methodist Church

- The Oakdale Cotton Mill Village Historic District boundary has been updated to include the Oakdale United Methodist Church property; the Oakdale United Methodist Church is considered a contributing member of the Historic District while the parsonage is currently considered a non-contributing member, although the land under the parsonage is within the eligible boundary. Although the parsonage is not yet 50 years old (build date of 1956) and therefore does not meet the age requirement for National Register eligibility, it was pointed out at the meeting that it will likely be 50 years old before the project is completed.
- Issues of concern to the Oakdale United Methodist Church include: audible and visual impacts of the proposed facility, encroachment on parking, viability of the property to support its current and future congregation, and limitations for facility growth following construction.
- Jamestown representatives noted that members of the Oakdale United Methodist Church currently believe the parsonage will not be impacted by the proposed project. This is not yet definitive. *NCDOT – PDEA will address this misunderstanding.*
- Based on the provisions of Section 4(f), an alternative that avoids impacts to this resource will need to be investigated.
- *General alignments to avoid the Oakdale Cotton Mill Historic District, including the Oakdale United Methodist Church property, will be investigated, including the following: moving the alignment to the north in the immediate vicinity of the Historic District (at the Oakdale Road crossing), moving the alignment south at Dillon Road, and creating a greater skew at the Deep River crossing resulting in a north-shift at Oakdale Road.*
- *Minimization efforts will be pursued secondary to avoidance. Minimization efforts may include: narrowing the median, using retaining walls, and other practices to minimize the facility foot print. Some additional topo mapping may be needed for these design revisions. Earth Tech will notify Roadway Design of any additional topo mapping needs.*
- Issues influencing potential avoidance and minimization alternatives as well as future plans for the Oakdale United Methodist Church include Randleman Rules and Jamestown zoning regulations, among others.
- *Earth Tech, as a part of the preliminary design/FEIS process, will develop two avoidance alternatives and one minimization alternative.*

❑ Riverwalk / Dillon Road Impacts

- Residents of the Riverwalk community have expressed different and conflicting understandings of the information regarding the potential impacts of the proposed project on the community. Because preliminary designs for the High Point Road project had not been done at the time the neighborhood was being developed, the extent of the improvements to Dillon Road were not known. These improvements are required to produce a safe intersection with High Point Road. Consequently, the intersection design and the associated impacts to Dillon Road have caught Riverwalk residents by surprise since the development was built after coordination with NCDOT. The mainline of the proposed roadway is currently within the proposed corridor.
- Residents' concerns include: proximity of the new facility, associated noise increases, and the proposed control of access along Dillon Road.
- Alignment changes associated with the avoidance of the Oakdale United Methodist Church and Oakdale Mill Village Historic District could affect the Riverwalk community impacts. Further minimization of impacts may occur in the final design phase of the project and depend partially upon the outcome of the Oakdale Church situation.
- The Riverwalk Petition included 59 signatures.

❑ Sedgefield Landing Townhouses

- These townhouses were not shown on the hearing map because they were constructed after the mapping date, and the access road (Sedgefield Gate Road) was not placed/labeled properly on the hearing map. The townhomes (22 units) are located on the parcel labeled on the hearing map as James and Carol H. Stanley (east of SR 1625 Harnett Drive).
- The community is concerned about right of way and noise impacts associated with the project and requested noise walls and landscaping to mitigate project impacts.
- This area was not investigated for noise walls as part of the reevaluation (because of the date of development).
- The current design does not show any right of way required from this neighborhood.
- *The traffic noise study will be updated to reflect the presence of these units in the FEIS.*

□ Sedgefield

- Residents from this community expressed a preference for Alternatives 2 and 3-2 based on the desire to maintain the historic nature of their community (located south of existing Greensboro-High Point Road).

□ Other Comments

- Eddie McFalls reviewed the individual comments briefly, to ensure all issues were discussed. Concerns not addressed as part of the general discussion were discussed as follows.
- Questions about access to portions of parcels that have been or will be subdivided for multiple residences: These are private parcels; therefore, access is their responsibility. NCDOT will maintain access that exists at the time of right of way acquisition but will not provide access that does not already exist (i.e. construct private road through private property). Secondary/subdivision roads could be extended to provide access if necessary.
- Millis Road was mentioned as a potential cut through between existing Greensboro-High Point Road (a proposed right-in right-out intersection with the new facility) and Vickrey Chapel Road (a full movement intersection with the new facility). This road currently provides access to several schools and a neighborhood. The facility would need to be upgraded to accommodate additional traffic and safety is a concern with respect to the school children and existing school traffic. Comments have not yet been received from the school system. (the school system received, upon its publication, a copy of the Reevaluation for comment, and a second copy and petition for comments was sent following the public hearing). *A third attempt will be made to contact public school personnel for comments through the Traffic Engineering Branch.*
- Traffic signals were requested at the intersection of Manor Drive with the new facility and at the intersection of the eastern end of existing Greensboro-High Point Road with the new facility. *Earth Tech will provide Nathan Phillips with copies of the meeting minutes held in 2001 to discuss capacity analyses for the project and copies of the capacity analysis information for the project. He will ask the Area Traffic Engineer for his comments on potential signals along the project.*
- One comment stated that the Mayor of Jamestown supported the I-85 Business improvements in place of the proposed project. According to Jamestown staff, the Mayor attended meetings of the Jamestown Coalition discussing I-85 Business and feels all suggestions should be given full consideration. However, the Mayor did not support or reject the views expressed.

NCDOT – Public Involvement suggested some type of response be sent to citizens providing public comments. A newsletter-type fact sheet addressing the common public comments and providing information on future project activities will be mailed. Individual response letters may be mailed as needed, at the discretion of NCDOT – PDEA.

Division 7 staff will contact the Board Member (Doug Galyon) to discuss the post hearing meeting and inform him of subsequent actions to be taken.

These minutes are Earth Tech's interpretation of the meeting's proceedings. They were circulated to attendees for comments and those revisions have been made. If you have any further questions or comments on these minutes, please call me at (919) 854 – 6211.

cc: Attendees
Earth Tech Project No. 36154